



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

June 2007

Transportation Conformity Emission Budget Options

The Resolution to the Final 2007 AQMP directed staff to establish a 30-day public hearing notice for adoption of the Transportation Conformity Budgets. Two options for the conformity budgets are being considered. The first option does not assume the Goods Movement Control Measures and establishes conformity budgets based on additional mobile source control measures to be adopted by CARB, identified in Table 4-6A (of the Main Document) which will increase the total minimum emission reduction commitment from 163 tons per day NO_x to 185 tons per day by 2014. The second budget option includes SCAG's two Goods Movement measures: High Speed Transport System, and Truck Only Lanes. It would reduce CARB's commitment by 22 tons per day of NO_x by 2014. The following pages present the budgets for the two options for both the South Coast Air Basin and the Coachella Valley.

South Coast Basin Option 1

TABLE 6-7

Motor Vehicle Emissions Budgets: PM2.5
(Annual Average - Tons Per Day)*

VOC		2009	2012	2014	2023	2030
		196.0	162.1	144.1	99.0	83.2
	Baseline Inventory					
	New Defined Mobile Source Measures**	3.5	21.7	22.1	14.0	11.9
Mobile Source Emission Budgets***		193	141	122	85	72
NOx		2009	2012	2014	2023	2030
		427.1	337.1	292.0	164.0	132.3
	Baseline Inventory					
	New Defined Mobile Source Measures**	6.2	82.7	98.6	46.9	38.5
Mobile Source Emission Budgets***		421	255	194	118	94
PM2.5		2009	2012	2014	2023	2030
		17.8	17.2	16.8	16.0	16.6
	Baseline Inventory					
	Re-entrained road dust (paved)	18.6	18.8	19.0	20.8	21.4
	Re-entrained road dust (unpaved)	1.0	1.0	1.0	1.0	1.0
	Road Construction dust	0.2	0.2	0.2	0.2	0.3
	Adjusted Inventory	37.6	37.2	37.0	38.0	39.3
	New Defined Mobile Source Measures**	0.5	4.5	5.1	2.3	2.2
Mobile Source Emission Budgets***		38	33	32	36	38

* 2030 budget is applicable to all future years beyond 2030.

** Based on CARB's Proposed State Strategy for California's 2007 SIP and the District staff's proposed measures affecting on-road mobile categories (w/o long-term strategies)

*** Rounded up to the nearest ton. PM2.5 emissions are expected to continue to increase in 2023 and beyond due to increases in VMT. This increase is nominal and will be offset by decreases in NOx emissions such that the 2014 PM2.5 ambient air quality standard will be maintained.

TABLE 6-8

Motor Vehicle Emissions Budgets: 8 Hour Ozone
(Summer Planning - Tons Per Day)*

		2008	2011	2014	2017	2020	2023
VOC	Baseline Inventory	213.8	175.3	147.9	129.2	114.0	103.2
	New Defined Mobile Source Measures**	3.9	22.0	22.7	21.3	18.0	14.5
	Mobile Source Emissions***	210	154	126	108	96	89
NOx	Baseline Inventory	441.3	354.5	286.8	231.5	183.6	161.3
	New Defined Mobile Source Measures**	3.3	68.8	98.1	75.2	61.9	46.5
	Mobile Source Emissions***	438	286	189	157	122	115

* 2023 budget is applicable to all future years beyond 2023.

** Based on CARB's Proposed State Strategy for California's 2007 SIP and the District staff's proposed measures affecting on-road mobile categories (w/o long-term strategies)

*** Rounded up to the nearest ton.

TABLE 6-9

Motor Vehicle Emissions Budgets: 1 Hour Ozone
(Summer Planning - Tons Per Day)*

		2008	2010
VOC	Baseline Inventory	213.7	185.7
	New Defined Mobile Source Measures**	3.9	21.5
	Mobile Source Emissions***	210	165
NOx	Baseline Inventory	441.3	379.3
	New Defined Mobile Source Measures**	3.3	50.5
	Mobile Source Emissions***	438	329

* 2010 budget is applicable to all future years beyond 2010.

** Based on CARB's Proposed State Strategy for California's 2007 SIP and the District staff's proposed measures affecting on-road mobile categories (w/o long term strategies)

*** Rounded up to the nearest ton.

TABLE 6-10

Preliminary Motor Vehicle Emissions Budgets: Carbon Monoxide
(Winter Planning - Tons Per Day)*

		2005	2010	2015	2020
CO	Baseline Inventory	2,888	2,137	2,137	2,137
	New Defined Mobile Source Measures	0.0	0.0	0.0	0.0
	Mobile Source Emission Budgets**	2,888	2,137	2,137	2,137

* 2015 budget being the last year of the maintenance plan is applicable to future years

** Rounded up to the nearest ton.

TABLE 6-11

Motor Vehicle Emissions Budgets: Nitrogen Dioxide
(Winter Planning - Tons Per Day)*

NO₂		2002
	Baseline Inventory	682.0
	New Defined Mobile Source Measures	0.0
	Mobile Source Emission Budgets**	682

* 2002 budget is applicable to all future years and beyond
2020

** Rounded up to the nearest ton.

South Coast Basin Option 2

TABLE 6-7

Motor Vehicle Emissions Budgets: PM2.5
(Annual Average - Tons Per Day)*

VOC		2009	2012	2014	2023	2030
	Baseline Inventory	196.0	162.1	144.1	99.0	83.2
	New Defined Mobile Source Measures**	3.5	21.5	21.7	12.1	10.5
Mobile Source Emission Budgets***		193	141	123	87	73
NOx		2009	2012	2014	2023	2030
	Baseline Inventory	427.1	337.1	292.0	164.0	132.3
	New Defined Mobile Source Measures**	6.2	80.2	95.8	44.8	39.3
Mobile Source Emission Budgets***		421	257	197	120	93
PM2.5		2009	2012	2014	2023	2030
	Baseline Inventory	17.8	17.2	16.8	16.0	16.6
	Re-entrained road dust (paved)	18.6	18.8	19.0	20.8	21.4
	Re-entrained road dust (unpaved)	1.0	1.0	1.0	1.0	1.0
	Road Construction dust	0.2	0.2	0.2	0.2	0.3
	Adjusted Inventory	37.6	37.2	37.0	38.0	39.3
	New Defined Mobile Source Measures**	0.5	4.4	5.1	1.9	1.8
Mobile Source Emission Budgets***		38	33	32	37	38

* 2030 budget is applicable to all future years beyond 2030.

** Based on CARB's Proposed State Strategy for California's 2007 SIP, SCAG's proposed transportation control measures, and the District staff's proposed measures affecting on-road mobile categories (w/o long-term strategies)

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	Mobile Source Emissions***	210	154	126	110	99	91
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		2008	2011	2014	2017	2020	2023
NOx	Baseline Inventory	441.3	354.5	286.8	231.5	183.6	161.3
	New Defined Mobile Source Measures**	3.3	66.8	95.3	71.9	58.7	44.6
	Mobile Source Emissions***	438	288	192	160	125	117

* 2023 budget is applicable to all future years beyond 2023.

** Based on CARB's Proposed State Strategy for California's 2007 SIP, SCAG's proposed transportation control measures, and the District staff's proposed measures affecting on-road mobile categories (w/o long-term strategies)

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Coachella Valley Option 1

TABLE 8-5

Motor Vehicle Emissions Budgets: 8-hour Ozone
(Summer Planning - Tons Per Day)*

		2008	2011	2014	2017	2018
VOC	Baseline Inventory	8.4	7.1	6.1	5.3	5.1
	New Defined Mobile Source Measures**	0.1	1.0	1.2	1.1	1.0
	Mobile Source Emissions Budgets***	9	7	5	5	5
		2008	2011	2014	2017	2018
NOx	Baseline Inventory	43.8	35.0	26.7	20.8	19.4
	New Defined Mobile Source Measures**	0.6	6.9	10.3	7.2	6.5
	Mobile Source Emissions Budgets***	44	29	17	14	13

* 2017 budget is applicable to all future years beyond 2017.

** Based on CARB's Proposed State Strategy for California's 2007 SIP and the District staff's proposed measures affecting on-road mobile categories (w/o long-term strategies)

*** Rounded up to the nearest ton. These budgets account for an area previously outside the transportation modeling boundary but within the Coachella portion of the Salton Sea Air Basin non attainment area. These emissions are in a downwind, mostly uninhabited, mountainous area and do not effect the attainment demonstration for the nonattainment area.

TABLE 8-6

Motor Vehicle Emissions Budgets: 1 Hour Ozone
(Summer Planning - Tons Per Day)*

		2007
VOC	Baseline Inventory	8.9
	New Defined Mobile Source	0.0
	Measures**	
Mobile Source Emissions***		9
		2007
NOx	Baseline Inventory	45.8
	New Defined Mobile Source	0.0
	Measures**	
Mobile Source Emissions***		46

* 2007 budget is applicable to all future years beyond 2007.

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Coachella Valley Option 2

TABLE 8-5

Motor Vehicle Emissions Budgets: 8-hour Ozone
(Summer Planning - Tons Per Day)*

VOC		2008	2011	2014	2017	2018
	Baseline Inventory	8.4	7.1	6.1	5.3	5.1
	New Defined Mobile Source Measures**	0.1	1.0	1.2	1.0	1.0
	Mobile Source Emissions Budgets***	9	7	5	5	5
NOx		2008	2011	2014	2017	2018
	Baseline Inventory	43.8	35.0	26.7	20.8	19.4
	New Defined Mobile Source Measures**	0.6	6.6	10.1	7.3	6.6
	Mobile Source Emissions Budgets***	44	29	17	14	13

* 2017 budget is applicable to all future years beyond 2017.

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